

Triumph Mayflower Club



SPRING ISSUE 1994 71

MEMBERSHIP WORLDWIDE



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

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ORDINARY MEMBER No 2	Forbes Alexander

*When writing to a committee member and you require a reply, please enclose a
Stamped Addressed Envelope*

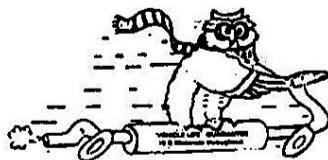
*Please note that all the above committee members fulfil their positions in their spare time and not
as a full-time occupation, so when contacting them other than by letter, please ensure that
you choose a reasonable time of day*

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Cover photo: A Mayflower changes hands — Mike Halsall (631) selling his car LUY 182 to its new owner Jean-Pierre Pitou. The car will now live in Nivelles in Belgium

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EDITORIAL

IN THIS edition of the magazine the 'Editorial' column is given over to our Chairman.

Chairman's Notes

Firstly, a big thank you to the committee for their efforts over the past year, especially Phil Benson and John Gogay in reorganising the magazine into its new format.

The AGM, as you will have seen in the last magazine, is being held in a more centralised location. Not only will it save the Club considerable expense, hopefully it will be more accessible for members to attend the meeting, which is a very friendly and informal gathering. It is always nice to see new faces and hopefully new blood on the committee to improve the club with fresh enthusiasm and new ideas.

Last year's rally was a great success with 16 Mayflowers in attendance. (I must make the effort to get my own to the rally this year.)

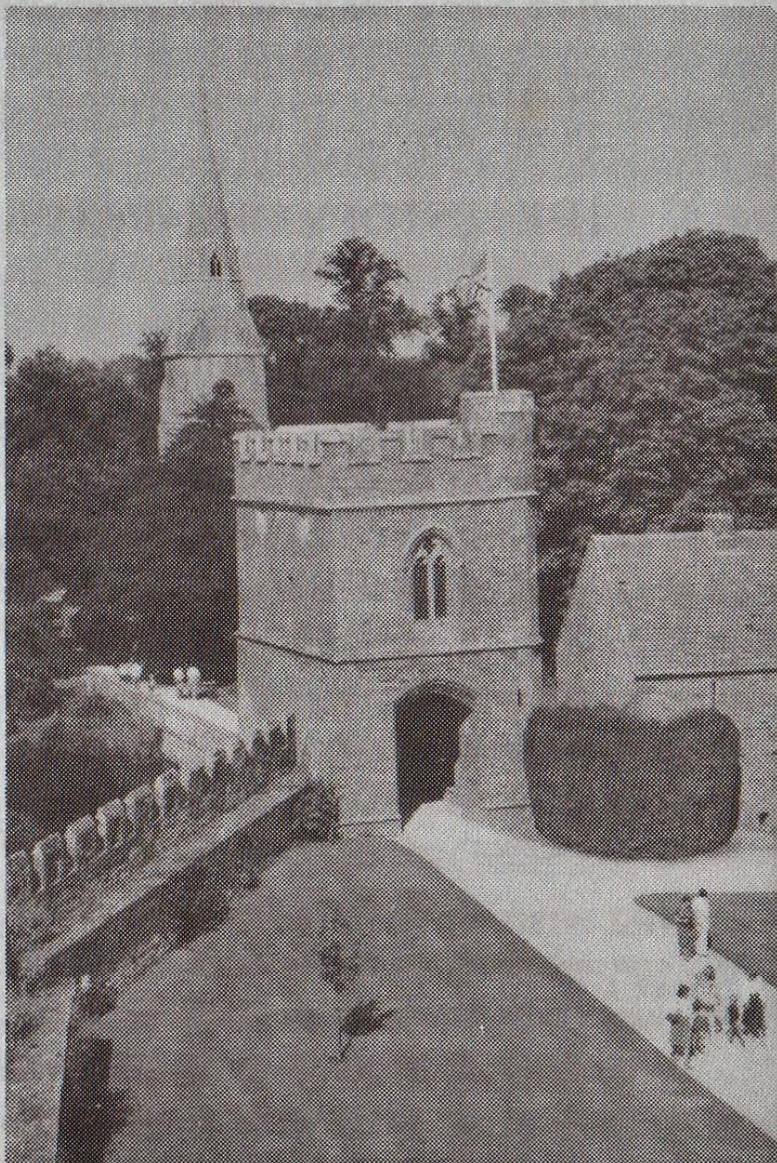
I think we must all give a vote of thanks to the Triumph Razoredge Owner's Club for all the organisation of the joint rally, especially the venues which are always

imaginative and interesting to visit.

This year is no exception. Broughton Castle and its grounds is a beautiful place, on the edge of the Cotswolds near Banbury. I have enclosed a couple of photos of the castle which I took several years ago. I hope they give a flavour of the place.

I hope to see many members at both events.

**Tony Booth,
Chairman**



Broughton Castle

My first visit to the Beaulieu Autojumble — September 93

by Phil Benson, Editor

I GOT up at 7.00 am to an uninspiring grey day and left at 7.30 going via Reigate, the M25, M3, M27 and then following the brown signs through the New Forest in Hampshire and then the yellow AA signs until I arrived in the overflow car park at about 9.20 am about 20 rows back.

I dressed in my rain gear — a sailing anorak and black wellies — and walked down to the museum entrance, following lots of other people. It was a good 10 minutes walk down so I must have got there at about 9.40 am. As I left the car park it was raining quite steadily, and the roads had been very wet on the way down. Not a good start.

The admission charge is a 'special' for the autojumble event. It is £7 for one day or £11.20 for a two-day ticket. This includes the normal museum and the elegant house and some rides on the mono-rail, open-top omnibus etc. However this was my first autojumble and I wasn't going to

be diverted by the rest of the attractions. I went to Beaulieu and did those about five years ago!

We queued up by the main entrance until official opening time at 10.00 — during the wait the rain stopped and the sky started to brighten slightly. In fact the weather improved steadily all day and I drove home in a blaze of sunshine which lasted until it went dark about 8.00 pm.

Back to the main story. On the dot of 10 they let us in and we all poured forward. The first area is the Automart in which about 80 cars were in a courtyard. All were for sale. Some at reasonable prices, others at silly prices. Quite a variety. A large (was it rotten?) Buick. A nice Rover 100 at £895. Spitfires, Stags, TR6, Austin 7, Morris 8, Austin 6, Studebaker, Morris 1000 and many more.

Passing through, almost without stopping, I walked along through the 'B' field and nearly bought a headlamp backplate shell for £5. It was brand new, so not a bad price but I didn't want to lug it round all day. I saw a Rolls Royce grille, without mascot, in excellent condition, for just £650, but wasn't tempted by it. Someone probably was. I had a look in at a stall with large A3 prints of sales literature at £3.99 per print. The Mayflower one was not too exciting and so as I felt it might get crushed during the day I left that for another time.

I had been advised by Bob Collins (Member 399) that he was on stall E271 and that as 'E' field was the furthest from the entrance it might be wise to head there and then work backwards against the flow as it were. That was therefore my plan. I got to 'E' field, having dawdled slightly and having been tempted by a £1.70 bacon roll, at about 10.30 am.

Systematically

Working my way systematically up the field towards Bob's stall I found one selling gaskets. I had a look through and found a Mayflower head set complete, ie head gasket, manifold gasket, distributor gasket, exhaust gasket and water temperature gasket. It was labelled £20 but I offered £18 and that was accepted. Moving on I came across a stall with clutch parts. I asked if they had a plate for the Mayflower. They looked it up and dug one out — £10. Whilst I was paying I spotted a box marked Triumph Mayflower Track Rod Ends £20. I opened the box and as they were a bit rusty I asked how much he would take for them. He said £12 (better than I had hoped, I would have given £15 for them). I carried on paying and he suddenly remembered he had four or five Mayflower door badges at home, was I interested at £5 each? I took the phone number and, of course, promptly reserved a mental note for the spares secretary.

Loaded up I proceeded to Bob Collin's stall.

After a chat he let me leave the heavy bits with him and I wandered on again.

'E' field took until about 1.30 pm to do and then off down to 'C' field via a beef burger — another £1.70 spent. This eating is nearly as expensive as the Mayflower today!

'C' field was very muddy and slippery. At stall C104 I ran into our Chairman — Tony Booth (Member 544). He too was manning a stall. He had had a successful sortie having picked up an excellent Mayflower air filter. I too was looking for one of those as mine is the flat (export model?) one. But I did not find one (mine must be non-standard, but is a talking point so I may not swap it after all).

Mirror glass

I was getting thin pickings from 'C' field until I came across a stall selling interior rear-view mirror glasses. Taking my pattern out of my rucksack I soon found a perfect match. Only 80p, but unfortunately it is the smoked glass type not the clear. Better that though than scratched and faded glass which mine was.

My next find was a flasher unit at £1. One of mine flashes a bit slow and I wanted to try a heavier duty one to see if it improves things. The next thing I got was 11 feet of plain sealing rubber for

my boot at just 45p per foot. It works fine, as I put it on within a week of getting it. The chap on the stall said he can get runs of any shape done at £120 for 100 feet given a drawing, using a silicone based rubber material and a 'temporary' die — yet more news for John Gogay as this could solve the rear quarter light rubber problems?

Lots more walking and I looked at my watch — it was 3.30 pm. By now my legs are getting heavy as hell. I hadn't sat down since 9.20 so I headed back up to Bob's. His son Gavin was trying to wheedle £4.50 out of him to buy a Kawasaki book, which of course he did eventually. About half of 'E' field caters for motor bikes, which is an interesting change.

Whilst I was at Bob's stall I bought a base plate with condensor and a set of points for £10 from Bob. The purpose of my trip was to get a 'spares' box together so these are vital.

After a 10 minute break, and an orange juice, I was off again. I found a stall selling just oil seals, so I got one for the front gearbox seal so I can do that when I swap the clutch plate. (£3) thank you very much. Very handy.

Solenoid switch

At last I came across the goodies I really wanted, YES starter solenoid switches. Just two on the stall, second-hand but clean and tidy and marked up at £5 each. I

asked him how much for the two and when he said £6. I took his hand off and pocketed them quickly.

Onwards, past lots of interesting things, into 'A' field. Here we find all the guys specialising in Lotus, Jaguar, RR/Bentley, Ferrari, etc, etc. Much higher prices on everything. Also closest to the way in so probably to be expected.

Circulating back through 'B' field once again I arrived back at Bob's at 5.45 — after a sit down, a cup of tea, and another chat I left at 6.15. The Christie's auction had just started, but admission was by catalogue only and I was done for by then, and I was now carrying all the goodies in my rucksack. I'm

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Peter Reuben
281 Selly Oak Road
Kings Norton
Birmingham B30 1HS
Tel: 021-608 5589

FLOWER POWER

glad I didn't find any brake drums or a propshaft! I was looking for rear shock absorbers as mine were naff, but none of those found either. Also looked for lens for side lights — plastic one, as mine is slightly heat distorted. None found. Worse still I lost my pattern somewhere (when I arrived home it was at the bottom of my rucksack).

As you probably noticed no mention of 'D' field either — I missed that somehow — somewhere — time problems I guess.

I got back to the car park at 6.30 and had to join a long leavers' queue. I was clear of the

New Forest by 7.00 and arrived home tired but not swamped despite the mud and rain.

I got up the next morning, with aching calf muscles, and had to wash the car very thoroughly. The lanes into Beaulieu were slushy sandy mud. I had the hose up the wheel arches for nearly an hour before it was 100 per cent again.

PS — Howard Pryor (Member 551) was also at Beaulieu, collecting a period radio, but in the crowds we never met. An amazing turnout for such a small club — did anyone else go that I missed giving a mention? See you all there next year — Ed.

PLEASE HELP

I am trying to get a set of Triumph cars together for a Charity Rally. It will be held at Wimpole Park and Hall Farm, near Cambridge on Sunday 12th June 1994. Arrive 10.00 am onwards. This is a National Trust property and well worth a visit. There will be a 'Bring-your-own-food' Bar-B-Que. I need Renowns, Roadsters and Mayflowers. If you want to discuss it further or book a place then contact: Doug Sewell on Huntingdon (0480) 472936.

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Many various new and secondhand parts from an abandoned restoration.

Includes almost all mechanical parts from a strip-down.

Will listen to all offers

Phone Phil Benson or Jim Smethurst for a list or else write to:

Mr J. Wilson
26 Milton Road, Hoyland
Barnsley S74 9BD

MAYFLOWER SPARES FOR SALE

Too numerous to list but including good condition engines and gearboxes

Telephone:

Alan Kormes (Member 580)

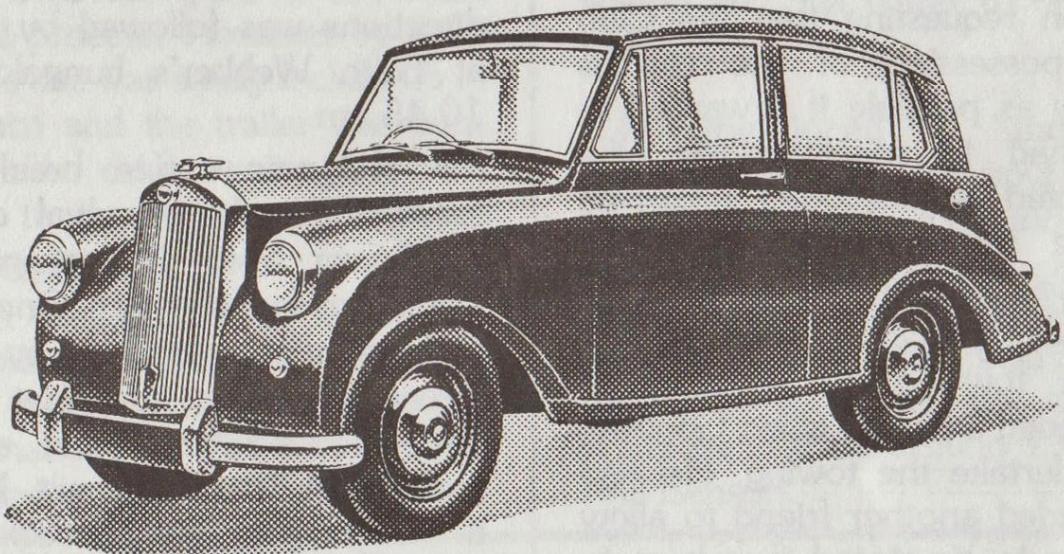
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(0274) 487434

during evenings or weekends



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Mike Webber's car donated to the Club

MIKE WAS in the process of donating his car to the club when he died suddenly last year. His wife Edith decided to continue that process, and contacted Phil Benson requesting that the Club take possession of the car as quickly as possible if it wanted it. Phil had to react quickly. He contacted several other members of the committee and obtained approval to spend funds in order to collect the car. As Phil has not got a tow-bar on his car he persuaded a friend, Chris Godfrey, to undertake the towing. He also persuaded another friend to allow the car to be stored in a barn in Surrey until it could be sold.

The next problem to solve was obtaining the use of a car transporter trailer. As Phil lives opposite a branch of the London Trailer Centre it was obviously convenient to hire one from them. As the cost turned out to be just £25 from 12.00 on Saturday until 08.30 on Monday this was also cost-effective.

The trailer was collected on Saturday and was stored on Phil's drive overnight.

At 05.30 on Sunday Phil got up and discovered it was snowing! However Chris duly appeared at 06.00 as scheduled. The trailer was hooked up and a slow but steady start made. Luckily by the time the M25 was reached at Reigate the snow had stopped. A steady drive round the M25 to the M3 and then down the M3 to the A303 and onward past Stonehenge brought the intrepid adventurers to Exmouth, near Exeter, by 10.30 am. One quick check at a newsagents for directions was followed by arrival at Edith Webber's bungalow by 10.45 am.

A welcome coffee break was followed by the removal of the Mayflower from the garage and loading onto the trailer. One small problem was overcome by brute force — the gearbox was discovered to be behind a new bench that Mike had built. Indeed it was trapping the gearbox. Half the bench had to be demolished and then rebuilt in order to release it.

Once done the gearbox was put inside the car with various other parts, such as the engine, radiator, clutch, generator, etc., etc., that Mike had stripped out.

The car was lashed down onto the trailer and thus the return journey to Surrey was able to begin at about 12.30 pm. It was decided that the M5 to the M4 and then the M4 to the M25 was the best option as it looked like

more snow was imminent. This was a wise move as level gradients on the motorways meant progress was almost as quick whilst towing the Mayflower as when towing the empty trailer down that morning. An average 45 mph was maintained quite easily.

By the time the farmyard in Surrey was reached, where we were to store the car, there was a sharp frost in evidence. It was about 6.30 pm and the ground was white with frost and untangling knots etc was quite a slow and painful process. However by 8.00 pm the car was safely locked up in the barn and the trailer was back on Phil's drive waiting for its return to the hire company next morning.

Both Phil and Chris set out on the journey with mixed feelings, never having towed a car/trailer combination before. The experience was not so fraught as

expected, but petrol consumption was higher than foreseen. One near-disaster is worth a mention — About half a mile from Edith's, the bonnet lifted and almost sailed away. It had been removed from hinges and catches etc but had been left in place resting on the body. It was not secured to the car and could easily have come off at speed causing damage to someone following.

The moral of course is to check everything is fastened down before setting off. Still better to be born lucky eh!

As mentioned in the last magazine this car is now 'FOR SALE' to benefit Club funds. It is very solid, but partly stripped down, having engine and gearbox and propshaft and instruments removed. It is thought to be complete. Offers around £300 to Phil Benson.

WANTED

Jim Smethurst is trying to obtain the following items for two members in the USA

Heater parts as in Parts Catalogue page 166
No. 7 — Part No. 800272 — Heater Duct Assembly
No. 4 — Part No. 700424 — Deflector (2 required)
No. 3 — Part No. 600981 — Elbow (2 required)

Bottom chrome windscreen finisher
Lower chrome windscreen corners (2 required)
Air Cleaner Grommet (Part No. 101784)

If you can help please phone Jim on 0772 726519

LETTERS

Dear Phil,

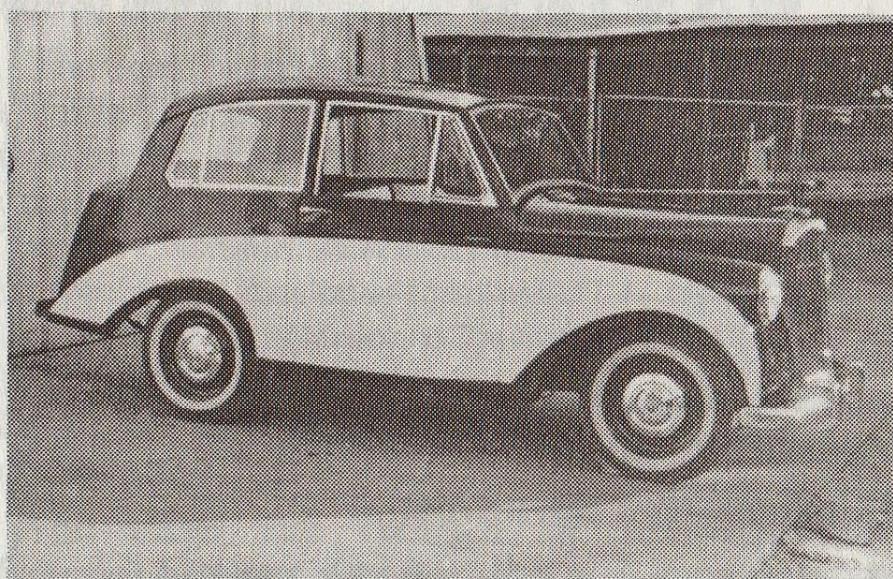
The enclosed photograph was obtained at Knebworth House (see centre pages) last year. Can you spot the differences! Have I missed any?

I have discovered that some Morgan cars apparently used the same ivory switches as the Mayflower. G.E.E. Ltd, who sell Morgan spares have reproduced these knobs.

I have not seen them, but members may be able to check this out. The cost seems rather prohibitive, I think the large knob with OSH on it is £16 + VAT whilst the small pull knobs are £5 + VAT; both are in ivory resin.

The address is: The Old Bakery, South Woodchester, Nr Stroud, Gloucestershire GL5 5EL. Tel: (0453) 873681.

Howard Pryor
(Member 551)



Ken Brock's 1953 Mayflower

Dear Phil,

I would like to introduce myself to your members. I am a new member of the Club living in America. I have enclosed a photograph of my car which as you can see is two-tone black over cream with white-wall tyres as originally fitted to some exported cars.

Kenneth Brock
(Member 748)
Dover, Florida, USA

Dear Phil,

I just received the winter issue of Flower Power and it is a dandy as are most.

I was very saddened to read about Mike Webber. A tremendous loss to the Club and to Edith. My family passed a very agreeable day with Mike and Edith a few years ago in their home in Exmouth. We had hoped to see them here in San Francisco but it was not to be.

I have enclosed a history of our Flower that may be of interest. Perhaps some members can add something of its very earliest years. I wonder if anyone has the manifest of the shipments of the cars to the USA. I have also enclosed photos of

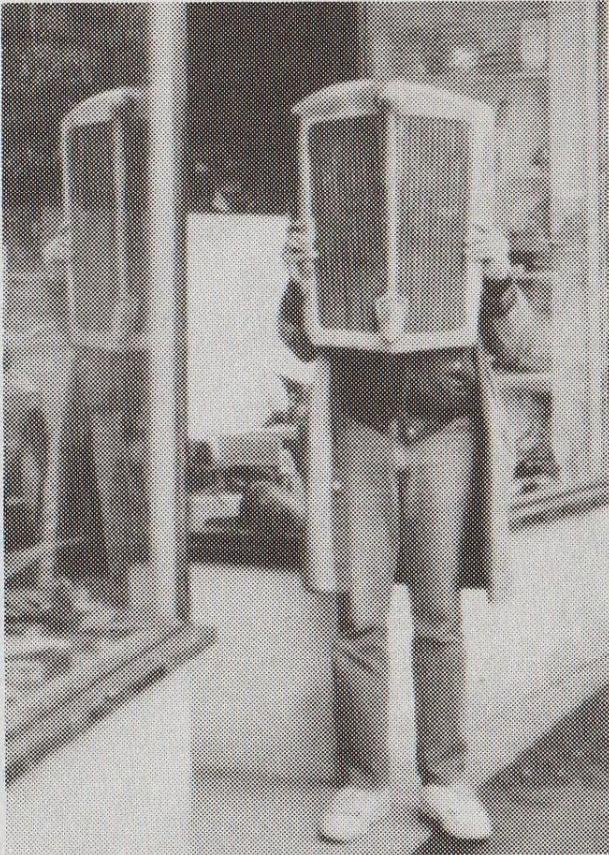
FLOWER POWER



a Flower I found in the yard of Mr R.J.W. Wilkinson in Lincolnshire (0522) 681436 — my partner is holding up the radiator grille shell which is probably the only salvageable piece left. I shall write to Matt Consadine and tell him about the shell. All the best in 94

Terry Sanders
(Member 534)
Oakland, California
USA

DON'T FORGET
1994 ANNUAL RALLY
SUNDAY JULY 17
BROUGHTON CASTLE
NEAR BANBURY, OXON

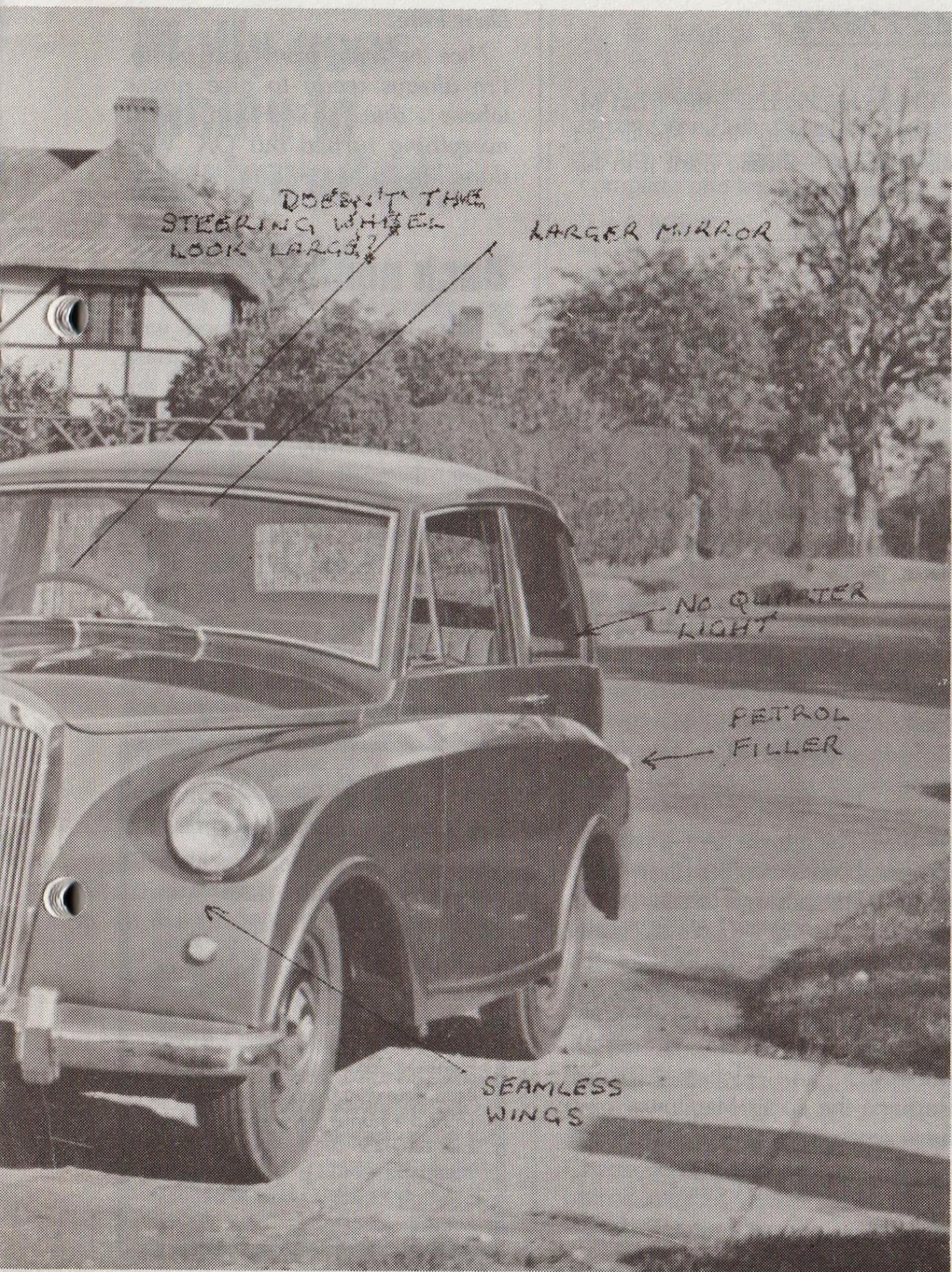


A grille for Matt?

FLOWER POWER



FLOWER POWER



LETTERS

Dear Phil,

I have enclosed a letter from Mr Collier regarding the Mayflower sills I bought. Please print it in full in our magazine.

Tel: (0234)
840958 (Eves)

Classic Car Sills
4 Mortimer Road
Kempston
Bedford MK42 8RE

Dear Sir,

Thank you for your letter re Mayflower sills. I am very sorry that they do not fit.

I have been to check the sills on a Mayflower in a scrap yard near here, and I can see why they do not fit. They also curve up at the bottom a little at the front. I am making some new sills and I will send you a pair soon.

Yours faithfully,
Jim Collier

I have since been sent a new set of sills by Mr Collier that seem alright. The postage to me here in Ireland was quite considerable, being more than the cost of the sills. Obviously Mr Collier has conducted business in good faith, and I think his letter should be published in Flower Power. Perhaps the scrap Mayflower may have some spares.

Yours sincerely,
Pete O'Sullivan-Smith
Kerry, Ireland

Dear Pete,

Nice to hear from you again. I'm always ready to give praise where due. Glad to hear everything turned out OK. Well done Mr Collier — Ed.

Back numbers

I have been over-whelmed with enquiries and orders for back numbers of the magazine. I am trying to help everyone who wrote in, but there may be a bit of a delay. I must however restrict members to a maximum of six magazines per order, and only about one order per year. I am sorry to have to do this but I under-estimated your demands. The price remains the same £1.50 per magazine inclusive of postage and packing. — Ed.

IN MEMORIAM**Ron Churcher**

Ron suffered a heart attack on 21st February. He had been a member for five years, over three of those in restoring his Flower. His wife is keeping the car and will probably still be seen at local events. She does however have a number of spares (almost a complete car) that she would like to find a home for. Please contact her on 0256 58899. I'm sure all members would like to join me in sending her our deepest condolences.

Molly goes racing to Nurburgring, Germany

by Alan, Maureen and Jason Kornes

Hi Folks — Friday 24th September 1993

Up early, everything in the boot (I mean everything) and we're ready to roll. Off we go down the M62, onto the M1, then the M25 and over Dartford bridge into Kent where we stayed overnight.

Saturday 25th September

Collected by mini bus at 7.30 am and arrived at the Paddock at Brands Hatch racing circuit at 7.50 am. We went to sign on, passed our scrutineering at 8.00 am and then away to the start line.

Molly was flagged away at 8.20 am and after completing one lap of the Grand Prix circuit we drove away to the next check point at Leeds Castle.

On arrival at the entrance to Leeds Castle we had our card stamped and a Marshall said "There's an awful smell of bacon cooking"— bet you can guess we found it alright. It was soon time to move on to Saltwood Castle. Here is a private collection, including a Le Mans racing Jaguar

in its original livery from the 1950s.

Next stop was Lyden Hill which is used for Rally-Cross and motor racing. Again we were allowed to complete one lap of the circuit.

We arrived at the ferry terminal at Dover at about 1.30 pm and were loaded aboard and parked. The ferry gave us the opportunity to have lunch. Arriving at Calais we're getting excited. Off we go. Maureen's navigating — "Don't forget to drive on the right." The next checkpoint, and our overnight halt, is at a sea front car park in Le Touquet where a welcome drink is served on arrival.

Sunday 26th September

Re-start from the Palais d'Europe in the town centre. On to Croix-en-Ternois, a short club racing circuit. The next check point was at Arras, a picturesque town hall square with cobbled streets. We passed through Avesness sur Helpe and on to Chimay. This was via a public road surface and it is fast. They are all passing us. Once round and we are off to the Citadelle in Dinant, Belgium.

Another welcome drink and a guided tour of the Citadelle (Castle) and our overnight stop.

Monday 27th September

Checked Molly over and found she had used $\frac{1}{2}$ gallon of water (gulp!). Topped her up and made our way to the start. Flagged away

FLOWER POWER

at 8.00 am and we are on our way to Durbury check point. We stopped here for refreshments in one of the old town cafes. Let's get a move on our next stop is at Spa-Francorchamps race circuit.

Here we had a bite to eat. I checked Molly's water level and it had all gone again. On further investigation I found a leaking core plug. These core plugs seem to be haunting me these days. I changed it, did a lap on the race circuit and then back on the roads again to Stavelot.

The check point setting was the old Town Hall which houses a fantastic collection of motor cycles and cars, both vintage and racing.

Our next check point is Monchau, Ooh we'll be in Germany! The old town centre used to be a motor cycle racing circuit but it's now pedestrianised and so had to be opened up especially for the event.

There was a commentator speaking in German, for the locals, as we passed through.

Next stop is Nurburgring. To get there takes us on our longest road section between check points, 60 miles, and it was very hilly both up and down. Here we encountered further overheating problems, a suspected leaking cylinder head gasket, but managed to reach Nurburgring to receive our



Leeds Castle

FLOWER POWER

'Finisher medals'. We left Molly in the paddock until next morning.

Tuesday 28th September

This was the highlight of the event. "We've got all morning to play on both the old and the new circuits," I said to Maureen, who was leathering Molly down, "What shall we do?"

"Better mend her head gasket first," she said, "then we'll play."

"I'll try to re-torque the head bolts first," I said.

"This looks okay. Come on let's try one lap of the F1 circuit." Off we go. Having completed one lap we turned back into the paddock to check Molly. Whooppee! She's still full of water.

We did one more lap on the F1 circuit and then turned onto the old (Nordschleife) circuit. One lap of that was enough for Molly. It's 18 kilometres long and at one point we were in first gear. Back

on the F1 circuit and Jason put the stop watch on for one lap.

How did she do? Four minutes 15 seconds. Oh that's good, after all she is 41 years old.

At 12.00 pm we all gathered inside the Dorint Hotel where a buffet lunch was served for the entrants, marshalls, and RAC organisers. We've never seen a buffet as fantastic, it was like a banquet. A perfect end to a splendid morning.

In the afternoon we walked around the Nurburgring museum and saw a fine collection of sporting and performance cars and motor cycles. Amongst the collection was an MGB Roadster from the London to Sydney Marathon, complete with mud.

Wednesday 29th September

We left Nurburgring after breakfast about 9.30 am. It was a cold and bitter morning, but warmed up as the day went along. After a few stops en route we reached the ferry at 6.30 pm that evening.

We stayed overnight at Dover before continuing home on Thursday via the Imperial War museum at Duxford, which is a must for anyone interested in aeroplanes. Having travelled 1600 miles we arrived home in Bradford in the early evening. This is the best event we've taken part in and there's no doubt we'll be doing it again next year.

*Three Cheers for Molly!!
Happy Motoring.*



The history of Sarah's Special Flower

TRIUMPH MAYFLOWER -

TT27196E

by T. D. Sanders

THIS Flower was brought into San Jose from Santa Barbara in about 1961 by Mr Sam Barnes. He was in college at the time. He traded an Austin Healey 100-4 to a Mr Odell, an employee of the Forest Service. The Healey had a broken gearbox and no possibility of fixing it. The Mayflower was described as in fair condition at this time and was a primary means of transportation for Mr Barnes.

In the late 60s he went into partnership on the car with Mr Thomas J Giuffre of San Jose. Mr Giuffre became the sole owner in the early 70s and began to restore the Flower. She has apparently always been black.

Mr Sam Barnes operates the Salinas Valley appliance store at 143 John Street in Salinas. He was interviewed about the Mayflower on August 20 1993 in Salinas and said he still had the original workshop manual which he will send. Mr Barnes was as good as his word and the parts manual arrived on 1 December 1993. In it were three pictures of

the Mayflower from July 1964. She looked to be in fair shape, had extra wide whitewall tyres on her and sported her rear bumper overriders. These are now missing. She also seems to have already incurred her damaged grille shell.

It was Mr Giuffre who had it painted at a San Jose paint shop. It is likely that this is when the firewall commission plate vanished. The log book obtained with the car indicates that she went to be painted in April 1972 with 28,050 miles recorded on the speedo. With 50 miles more it went to Johnnies Upholstery and was completed on November 1 1973.

In August it was back to the bodyshop for 'Fender repairs'. This must have been when the grille shell was damaged and the bumpers dented in. The brakes were rebuilt at 30,000 miles in April 1974 and the front end was rebuilt and aligned at 35,000 in November 1975.

Mr Giuffre is an insurance broker in San Jose. He was interviewed by telephone on August 18, 1993. He said that he had a fondness for the car and would like to see it again. Mr Giuffre sold the car in mid 1983 to Mr Paul Lukes Jnr of San Jose who continued the mechanical restoration. Neither Mr Barnes nor Mr Giuffre recognised the name Mike Teperino so it is questionable

FLOWER POWER

if Mike ever owned this Mayflower as had been believed.

Sarah saw this car, her first Mayflower at the 'All British Car Show' in Palo Alto in September 1987. It was love at first sight.

The car was sitting in the "Cars For Sale" section with a "For Sale" sign on it and flowers in the interior vase. Numerous people were writing down the phone number which distressed Sarah greatly. The owner was not in evidence. Sarah got on the phone that night and made it clear to Paul Lukes that he had to sell her the car.

After several exploratory trips and negotiating sessions in San Jose, she bought the car on October 1, 1987.

She blew her head gasket on that first trip from San Jose to Oakland, indicating a dislike for her new owners but she soon adjusted. Apart from the application of white side wall tyres and a general clean-up of the engine compartment, the car is still very much as purchased from Mr Lukes.

Some tuning work was done to get it to run better. A new carb was fitted and the distributor was rebuilt to replace worn bushes. These two changes improved roadability dramatically.

In August 1993 the car had 44,000 original miles and was placed third in the Lafayette concour d'elegance. She is a

looker and always garners a smile from any passing motorist. Car guys in general always pull up and ask the question "What is that anyway, a baby Rolls Royce?"

Sarah is a member of the Triumph Mayflower Club and is member number 534.

WELCOME TO NEW MEMBERS

747

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751

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NEW HEAD GASKETS NOW AVAILABLE

Part No. 200175

Remanufactured

Price £26.00

From:

Spares Secretary
18 The Close
Wilmington, Dartford
Kent DA2 7ES

LETTERS

Dear Mr Oaker,

Thank you for your time and help when discussing my car on the phone the other night. I enclose a photo for your readers of the car. Details of which are as follows:

Original registration date 1st May 1952; original registration number MEL 241; colour blue; Commission No. 18979DL Type 1200T; Chassis No. TT18979DL; Engine No. TT19179; Body No. 526007; Registration No. XMR 611A from 17th December 1990. Full MoT from January 15 1994.

A lot of work has been done on this car. Engine has been rebuilt — new exhaust guides and some valve seats. Engine rebored to +060" size. New clutch and thrust. New exhaust. New brake cables and suspension cables. All new rubbers in the brake and master cylinders. New battery. One new tyre. All other tyres good. All underbody repaired and finished in chassis black. The body is good, the inside is quite fair, with new trim, carpet, and head lining. Seats are original. Flashing indicators are fitted and working, but the semaphore indicators are in working order and ready to be reconnected if required. The chrome is good for the year, except for one nave plate and the rear bumper and overriders.

I do not intend to insure the car as I cannot see myself being able to use it this year, so will advertise the car for around £1795. I thought I would send you the details in case the car appeals to one of your readers. Thank you for your interest. — Peter Barton.

Peter can be contacted at 8 Ashfield Drive, Moira, Swadlincote, Derbyshire DE12 6HQ. Tel: 0530 414848 — Ed.

Dear Mr Oaker,

I have been restoring a 1952 Mayflower for the past two years. The car is 90 per cent complete. The engine has been rebuilt with all new parts, new brakes, new seat covers.

All the welding that was needed has of course been done. Also I have many new parts, still in boxes. track rod ends, wheel trims, windscreens etc.

I also have another Mayflower that is 100 per cent original for restoration. Both cars have been garaged for many years and little work will complete them. If anyone in your club is interested I am selling both cars, all the parts, car manuals, and bills as proof of cost of restoration for the sum of £1500. — D J Black.

Mr Black can be contacted at 7 North Road, Snatchwood, Abersychan, Gwent NP4 7BN. Tel: 0495 774686 — Ed.

LETTERS

Dear Sir,

Mr Pollock of the "Club Triumph North London" thinks I should approach you with my problem. I have a Mayflower RPF 837, first registered 28-2-1952 which I was going to restore to A1 condition on my retirement, but then I had a heart attack so that has gone out of the window. I am writing to enquire if any of your members might be interested in purchasing my car.

Yours faithfully,
H Clifton

*Mr Clifton can be contacted at
46 Colbourne Road, Hove, East
Sussex BN3 1TB — Ed.*

**TRIUMPH
MAYFLOWER**

Stored 14 Years

Engine out

**FOR SALE OR
FOR SPARES**

Original Log Book KNM 896,
TT16155/TT16338, registered
22.2.52. Comet blue, dark blue
interior leather.

Contact:
David Thompson
56 Winchester Road, Bedford
Phone: Bedford 345821



Peter Barton's car

FLOWER POWER

1994 CLASSIC CAR SHOW AND AUTOJUMBLE DATES

DATE	VENUE	TYPE OF EVENT	CONTACT TELEPHONE
Mar 27 2 pm	Alumwell Junior School, Primley Ave, Walsall	Mayflower AGM	
April			
2	Rufforth Park, Yorkshire	Autojumble	0904 - 83620
3	Weston Super Mare	Classic Car Show	0934 - 627563
	Peterborough	Autojumble	0246 - 239264
3/4	Stoneleigh, Warks	Classic Car Show/Autojumble	044282 - 3388/6641
	Weston Park, Shropshire	Festival of Transport	021-502-3713
9/10	Bingley Hall, Staffs	Classic Car Show/Autojumble	0743 - 271444
10	Detling, Kent	Autojumble	0246 - 239264
	Dunstable, Beds	Autojumble	0908 - 502272
17	Pickets Lock, N. London	Autojumble	0623 - 752412
23/24	Wembley	Classic Car Show	0244 - 323000
24	Newton Abbott, Devon	Autojumble	0626 - 65515
	Haydock Park, Lancs	Autojumble	044282 3388/6641
30 to			
2 May	NEC, Birmingham	Top Gear Classic Car Show	081-870-4481
	Newbury, Berks	Steam & Fun Show	0663 - 732750
May			
1/2	Blackpool	Historic Vehicles & Steam Show	0253 - 393638
	Shugborough Hall, Staffs	Classic Car Roadshow	044282 3388/6641
	Luton Hoo, Luton, Beds	Classic Car Roadshow	044282 3388/6641
	Allerton Park, N.Yorks	Festival of Transport	021-502-3713
1	Llandudno, N.Wales	Pre 66 Cars/Bikes Show	0248 - 670500
	Coleford, Glos	Steam & Vintage Rally	0594 - 563831
	Bromley, Kent	Custom & Classic Cars	0689 - 823067
2	Horsham, Sussex	Historics Charity Rally	0273 - 454902
	Jersey, C.I.	Classic Vehicle Show	0534 - 47100
7/8	Oulton Park, Cheshire	Classic Car Show	061-431 8191
	Newstead Abbey, Mansfield	Vintage Gathering	0602 - 289149
	Cardiff	Classic Exhibition	0684 - 575902
8	Ludlow Festival	Vintage Vehicle Display	0584 - 873359
	West Bromwich	Parade & Show	021-502 3713
	Chichester, Sussex	Autojumble	044282 3388/6641
14/15	Beaulieu, Hampshire	Spring Autojumble	0590 - 612345
	Borde Hill, W. Sussex	Steam Rally	0243 - 641284
	Chester	Festival of Transport	051-653 9434
15	Basingstoke	Festival of Transport	A.G. Johns

17 Highfield Chase Basingstoke RG21 1SA

FLOWER POWER

DATE	VENUE	TYPE OF EVENT	CONTACT
			TELEPHONE
	Huddersfield	Autojumble	0246 - 239264
	South Wales	Classic Car Show	0222 - 890234
	Darlington	Classic Car & Craft Show	0388 - 818689
21/22	Plas Coch, Anglesey	Vintage Rally	0248 - 430276
	Doune, Scotland	Classic Autofair	0651 - 873075
	Kirkintilloch, Scotland	Car Show	041-776 2717
22	Tunbridge Wells, Kent	Vintage & Classic Rally	0892 - 521367
27 to 30	Pevensie, E.Sussex	Vintage Transport Cuckoo Fayre	0323 - 845866
28 to			
June 4	France	Le Tour De Normandie	0977 - 683561
28 to 30	Enfield, London	Pageant of Motoring	081 - 367 - 1898
29 / 30	Broadlands, Hants	Classic Car Roadshow	044282 - 3388/6641
	Thames Valley ---		
	Mapledurham House, Berks	Roadshow	044282-3388/6641
	Hartington Moor, Derbs	Steam Fair	0663 - 732750
	Louth, Lincs	Wheels 94	0507 - 604375
	Cobham Hall, Rochester, Kent	Festival of Transport	021 - 502 - 3713
	Sandringham, Norfolk	Classic Car & Bike Show	0553 - 767782
29	Kelso, Scotland	Kelso Klassic	0684 - 575902
	Silverstone	Norwich Union Run to Silverstone	0753 - 681736
	Weymouth	Dorset tour (70 miles circle)	0305 - 262622
June			
4/5	Shrewsbury	Vintage Vehicle Show	0939 - 250086
	Cardiff	Welsh Classic Car Show	0244 - 323000
	Tatton Park, Cheshire	Classic Car/Autojumble Show	0606 - 49696
	Peterborough	Steam & Vintage Show	0602 - 289149
5	Chatham to Ramsgate, Kent	Bucket & Spade Run	0843 - 292502
	Arbury Hall, Nuneaton, Warks	Transport Show	021 - 502 - 3713
	Earlston High School, Berks	Extravaganza?	0896 - 86287
	Rye, E.Sussex	Classic Show/Autojumble	0424 - 814782
	Nottingham	Autokarna 94	0623 - 557077
12	London - Brighton	Classic Car Run	044282-3388/6641
	Cambridge	Charity Classic Show	0223-833317
	Oldham	Vintage Vehicle Gathering	0457-874093
	Oxford	Churchill Classic Car Show	0608-642752
	Skipton	Triumph Roadster Northern Rally	0924-493541
	Enstone, Oxon	Middle England Vintage & Classics	0684-575902
11/12	Doncaster	Rocket Site Rally	0704 - 536661
18/19	Durham	Vintage Extravaganza	091-386-6111 ext 606
	Esher, Surrey	Sandown Park Car Fair	0225-460644
19	Pendle, Lancs	Witches of Pendle Classic Tour	061-431-8191
	Luton	Festival of Transport	0296-651283
	Lincoln	Classic/Custom Show	0476-71406
	Beaulieu, Hants	Nostalgia Weekend	0590-612345

FLOWER POWER

DATE	VENUE	TYPE OF EVENT	CONTACT TELEPHONE
	West Wycombe, Bucks	Classic Car/Transport Show	021-502-3713
	Pevensey Castle, E.Sussex	Yesteryear Transport Show	0424-774073
	Fleet, Hants	Carnival & Concourse Show	Fleet 620332
25	Llangollen, Clwyd	Chirk Castle Rally	0743-664463
24 to 26	Nottingham	Steam & Country Show	0602-289149
25/26	Mirfield, W.Yorks	Bronte Run & Classic Car Show	0924-499261
	Carlisle	Classic Weekend	0697-342058
	Banham	Steam & Classic Car Show	0603-34844
26	Rotherham	Vintage Vehicle Show	0709-382121 xt 2031
	Sledmere House, Yorks	Vintage & Classic Car Show	0759-380341
	Chigwell, Essex	Rotary Classic Car Show	081-500-5811
	Bromley, Kent	Bromley Pageant	081-658-3531
26	Doune, Stirling, Scotland	Vintage Vehicle Show	0786-850601
	Ayr, Scotland	Classic Show/Autojumble	0292-570517
	Plymouth	Plympton Rallye '94	0752-706922
	Sth.Queensferry, Scotland	Vintage & Classic Outing	0684-575902
July			
2/3	Derby	Elvaston Castle Steam & Transport Show E.Renshaw, 21 Windsor Dr, Spondon, Derby	
	Crawley, Sussex	Historic Vehicle Show	0293-529264
3	Northwich, Cheshire	Vintage Rally	0606 - 77499
	Alford, Aberdeen	Grampian Classic Sprint	0975 562292
	Llanwrst to Llandudno	30 Mile Run	0248-450243
	Shugborough Hall, Staffs	Motoring Pageant	021-502-3713
	Bracknell, Berks	Thames Valley Auto-Sunday	0734-344150
9	Lechlade, Glos	Classic Rally	0367-85472
9/10	Edinburgh	Classic Car Show	0775-712100
	Forfar, Scotland	Glamis Castle Transport Extravaganza	0307-462496
	Welshpool, Wales	Mid Wales Festival of Transport	0938-553680
	Stratford Racecourse	Classic & Steam Rally	021-745-5256
	Southport, Lancs	Transport Spectacular	0772-813446
10	Southend, Essex	Wheels Through Time	0802-334564
	Seaburn Park	N.E. Vintage & Classic Show	091-469-5493
	Bolton	Vintage & Classic Car Show	0204-22311- ext 4070
17	BE THERE!	Banbury, Broughton Castle TROC & Triumph Mayflower Annual Rally	
24	Preston	Classic Car Roadshow, Hoghton Tower	044282-3388
	Alford, Aberdeen	Alford Cavalcade	097-55-62292
30 / 31	Hockburgh	Cumbria Steam Gathering	0772-691009
31	Harrogate, Yorks	Classic Car Roadshow	044282-3388
	Carlton Towers	Yorkshire Vintage Rally	0302-535769
	Walsall	Classic Car Show	021-502-3713

AUGUST to OCTOBER will be printed in your next Flower Power, due out in June

**NOTICE OF
ANNUAL GENERAL MEETING
SUNDAY 27th MARCH 1994
2.00 to 4.30 pm
to be held at
ALUMWELL JUNIOR SCHOOL
PRIMLEY AVE, WALSALL WS2 9UP**

(The school is situated 400 yards from the M6 Motorway
Junction 10 roundabout — in the direction of Walsall)

AGENDA

1. Apologies for absence
2. Minutes of the last AGM and matters arising
3. Reports from committee members
 - Chairman
 - Membership Secretary
 - Treasurer
 - Spares Secretary
 - Editor
4. Election of Officers
5. Spares Secretaries Reports
6. Any other business

Notes:

Correspondence about the AGM — Any apologies for absence, informal enquiries about committee posts, nominations for committee posts etc should be sent to the Chairman no later than 14th March 1994.

Election of Officers - the posts of Chairman, Vice-Chairman, Treasurer, Secretary and Ordinary Members all come up for election/re-election at the AGM. The present holders are allowed to be re-elected, unless they no longer wish to stand. [The Treasurer's position is currently held by Phil Benson on the basis that it will be taken on by someone else this year, so if you want a job — Come to the AGM

The jobs of Spares Secretaries, Magazine Editor, and Archivist are appointed by the committee so do not become available automatically at the AGM.

Any Other business. This is an open forum session. The Chairman tries to get the rest of the meeting - elections etc. completed in the first hour which gives plenty of time for a more 'informal' approach to be taken and for everyone to join in. Please do not think it is a 'boring' afternoon. Everyone there is just as interested in Triumph Mayflowers, and probably all cars, as you are. Please try to attend if you want to take a more active part in the Club. It is a great chance to make friends, and possibly arrange next summer's outings to rallies etc.

If you come, try to bring details of your local events.

Full details of the venue will be sent to all members in a 'Renewal / Reminder' letter which will be posted out by the Membership Secretary in February.

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